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THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th, and the Royal Mail packet of the 24th of the month.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, a table of freight rates and charges, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

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RIO DE JANEIRO, AUGUST 5TH, 1880.

OWING to a recent rule established by the director of the Dom Pedro II railway all coffee must be weighed before delivery from its station in this city. Through this rule and an insufficient force of employees only 500 bags were delivered on the 1st instant, a quantity totally insufficient to meet the demands of the market. In view of the fact that there were nearly 50,000 bags in store at the station on that date and that the average daily receipts are now 8,178 bags, this blocking the delivery by this rule will soon embarrass the railway as well as the market, a consideration which should receive official attention at once. The important consideration, however, is that of the market itself. If it is impossible to deliver more than 500 bags a day, or even double that number, the market will be seriously embarrassed. We are now entering upon the new crop season, and we may reasonably expect greater activity in the market at an early day. The export however will be gravely injured if any delays of this character are imposed as prompt delivery is an essential part of an active market. It is to the interest of the government, who owns this railway and is therefore responsible for this rule, that every facility should be given to the delivery and sale of coffee, and on this ground as well as on that of the export merchants there should be no delay in remedying this mistaken regulation.

NOTWITHSTANDING his clear appreciation of the present financial situation of this government and his agreement with our views as to the necessity of reducing expenditures through a reduction in the civil service, our correspondent "C. S.," whose letter appears in another column, is clearly and gravely at fault in his proposed remedies. The three means which he offers for meeting present emergencies, viz: a foreign loan, *apólices*, and currency issue, are at best only temporary expedients and insufficient to meet the grave requirements of the case. To tide over the difficulty something more is needed than a "relief" measure, something more than a makeshift which does no more than to postpone the day of reckoning and to impose upon a helpless posterity the burden which should be now met and overcome. "C. S." very properly discards the foreign loan because of its influence on existing issues and he rejects the issue of *apólices* because of the resulting interest liabilities. There remains, therefore, but the one remedy, the emission of paper money, which he not only accepts as the sole remaining alternative but with all the customary arguments in its favor. Confounding the two ideas, money and value, he argues that in "cheap money" is found the panacea for all the ills that afflict us. The importer is benefited because he gets higher currency prices for his goods, the planter is benefited because he gets higher prices for his produce and can therefore pay off his debts, and the government loses nothing because of a higher currency valuation on imports and exports. Now, with all due respect for the opinions of our correspondent, we submit that this is all wrong. It is a doctrine which is not only mistaken, it is dangerous and misleading. Money is simply a measure of value and a medium of exchange. To serve these purposes best it must have a fixed value, else it becomes speculative and untrustworthy. Gold coin has been universally adopted as the standard of value because of its slight fluctuations, hence all money which is based on the gold standard is most reliable and unchanging. Gold has intrinsic value and is therefore worth just what it represents as an

article of commerce. But how is it with paper currency? It has no intrinsic value; it is simply a promise to pay the value specified on its face. Its exchange value is therefore determined by the ability of the issuer to redeem it value for value. If it is convertible into gold on demand its face value will not be diminished as long as the issuer is solvent; if it is not so convertible its face value will be determined by the credit of the issuer. These are all simple fundamental principles in finance. In applying these principles to the financial affairs of Brazil, we find and inconvertible paper currency of 189,199,591 \$ now in circulation whose gold value is to-day only 852 reis per mil reis—a depreciation of nearly 15 per cent. The country is burdened with debt, its revenues are insufficient to meet its expenditures, its regularly-recurring deficits all go to swell its debt, the revenue limit of taxation has been passed, industries are stagnant, and the government seems blind to the situation. In such a state of affairs what can "cheap money" do? The credit of the country will not bear anything more. Increase the issue and you have more paper, less credit, less value and less probability of final redemption. It may mean "activity" in business, but it is the activity of liquidation. The planter may have more money, but it will have less value and will buy less than before. The government will receive more money in taxes but that excess will be more than swallowed up in that significant entry in all its foreign accounts "difference in exchange." In our opinion no effectual remedy will be found short of the following: 1, thorough administrative reform, including reduction of the civil list, inclusion of expenditures within appropriations, official accountability and a new system of treasury book-keeping; 2, the immediate sale or lease of the Dom Pedro II and other imperial railways, and the suppression of all further pecuniary aid to them; 3, the conversion of railway interest guarantees into land grants and their suppression in the future; 4, a similar conversion of the interest guarantees on factories and other private enterprises with a suppression of all further grants; 5, suspension of the large annual outlay in subsidies as soon as the terms of contract will admit. If the government needs money to meet present demands let it borrow through internal loans and pay interest for the same in an honest, straightforward manner. There are no two species of honesty in this world; we therefore would treat a government just as we would an individual.

THE AMERICAN STEAMSHIP CONTRACT.

On the 10th of November, 1877, a contract for a steamship mail service between the United States and Brazil was executed in this city between the Brazilian government and the representatives of Messrs. John Ronch & Son. This contract was authorized by an imperial decree, No. 6,724, of the same date.

By the conditions of that contract the term of service was fixed at ten years, and the annual subvention at 200,000\$, upon which sum total for the entire ten years (2,000,000\$) a tax was levied and paid into the imperial treasury of 15000 per cento, or 2,000\$ in all. It was required that the ships should be specially constructed for the service, that they should be of not less than 3,000 tons each, and that the service should be in full operation within six months from date—all of which conditions were fulfilled. The ports of call indicated were Bahia, Pernambuco, Pará and St. Thomas—the port of Maranhão never having been referred to in the negotiation either by word or implication.

It was stipulated, moreover, that no clause of the contract should be altered without the common consent of both parties thereto, and in event of any difference between them the question should be settled by arbitration. The usual clause providing for the approval of the legislature was also included, the law requiring that no money could be paid without such approval and consequent appropriation. In the event of a failure to approve the company was to have no claim on the government.

In strict accordance with the requirements of the contract two steamers were constructed for the service at a cost of one million dollars. These steamers were accepted by the Brazilian government and the service began within the specified time.

After the steamers had been running to the entire satisfaction of the government for

more than one year, the legislature appropriated the money and paid the first year's subvention. This act was a practical ratification of the contract as originally made under whose terms the service had thus far been performed. Subsequently, however, and in obedience to the demands of a narrow, provincial jealousy, the Chamber saw fit to include Maranhão in the ports of call, and that, too, without consulting the company or even notifying it of this intended alteration, as it was bound to do by the terms of the contract. This, in itself, was a practical annulment of the contract.

As a matter of course the company objected to this irregular proceeding, and to the risks incident to sending its expensive steamers into so dangerous a port as Maranhão. To meet the objection that Maranhão lacked a sufficient depth of water for vessels of this class the government sent a commission under an engineer, whose work elsewhere has been repeatedly called in question, to investigate. The commission were only three days there, including arrival and departure, and then returned with the report that there was a sufficient depth of water, if not in the port itself certainly near by—or some five or six miles distant. Upon this irregular change in the contract and upon such a shuffling, imperfect report as this, the government now declines to pay the subvention without regular calls are made at Maranhão—and that, too, in direct opposition to the opinion of the council of state, to whom the question was referred by Counselor Simião in November, 1879, to the effect that there was no precedent to justify such a change in the schedule by including Maranhão as a port of call.

In view of these facts it would seem that the government is now insisting on this impossible condition, over two and one-half years after the signing of the contract, with the purpose of breaking it rather than of serving the petty traffic of Maranhão. It is evident from every survey ever made that these steamers can not enter that port, nor can they even approach the outside anchorages without risks totally unwarranted by its trade. These facts were clearly demonstrated in a recent article on that port, by Col. W. Milnor Roberts, in which not only was the insufficient depth of water and dangers of approach set forth, but also the further fact that the company would actually sink money by making these calls. The monthly freights would barely equal one-half the extra insurance charged on coffee freights; they would not even meet the interest on the capital and the extra running expenses made necessary by the call. Under such circumstances the company finds itself compelled to refuse this condition introduced into the contract without its knowledge and consent. Its only alternative is the substitution of smaller steamers for those now running—a substitution which the government would undoubtedly decline to sanction. The determination of the government to break the contract is therefore the only possible explanation of the course now taken.

The contract was violated by the addition of Maranhão as a port of call, and the agents of the line were notified on the 26th of June that the subvention was suspended from and after that date and until further action should be taken by the legislature. In view of these facts there can be no justification for the charges now made that "the Americans are obstinate" because it has been suggested that the coastwise service would be abandoned in event of the Maranhão call being insisted upon. In the larger sense the American steamship line is a business enterprise and it is justified on this and every ground in refusing to perform an unremunerative and dangerous service. The company stands ready to perform not only its part of the original contract, but all service that may not incur an unjustifiable expense and risk; more than that can not be expected. As the case now stands we have authority for stating that, should the chambers not approve the original contract, the steamers will begin a direct service between this port and New York in September and the contract will be considered at an end.

The unavoidable conclusion which this affair fully warrants is that contracts solemnly signed by the imperial government and sanctioned by the imperial signature have no longer binding force. The introduction of a clause requiring legislative ratification has been thus far a mere formality—

that body never before taking upon itself the right to break formal contracts of this character. With contracts which require this legislative ratification before they can go into execution changes can be effected without loss and without breach of faith, but with those which have the character of a final agreement and through which large sums of money are invested, the case is radically different. Under such circumstances we have no alternative but to advise capitalists that the imperial signature now has no value and binding force, that their investments based upon contract and the imperial signature are without any security whatever, that their contracts can not be considered final until after subjection to the opinions and amendments of some 175 senators and deputies each one of whom has a right to impress his personal opinions and wishes upon it, and, finally, that no contract has any binding force upon a minister whenever, in his opinion, it is not in consonance with public interests. Much is we regret this state of affairs, we feel obliged to call attention to it in the most plain manner possible, in order that every capitalist who enters into a conditional contract hereafter may know just what he is doing. No one can wish to see this country crippled by the withdrawal of foreign capital and enterprise, but if foreign investments are to be subjected to such obligations and arbitrary, irresponsible changes as are illustrated in this American steamship contract, it will certainly bring upon itself that highly disastrous result.

LEGISLATIVE NOTES

The sessions of the General Assembly since our last report have been occupied chiefly with private bills and discussions of local interest. There has been some discussion on the various supplementary credits but nothing new has been elicited. In the Senate the supplementary credit of 6,880, 898\$79 for the minister of agriculture is now in its 3rd reading, and the supplementary credit for the Dom Pedro II railway, reduced from 1,280,000\$ to 605,000\$, has been passed and sent back to the Chamber. In the discussion on the first, on the 1st inst., ex-Minister Affonso Celso declared that in financial administration Brazil already occupies an advanced position among the first nations of the world. This will be news of a high order to our foreign readers.

In the Chamber the supplementary credits for the departments of war, justice and empire were passed on the 26th ult. and the supplementary credit of 1,326,483\$470 entered on its 3rd reading on the 30th. The budget for the department of agriculture is now in 2nd reading.

The miscellaneous business transacted in the Senate includes the discussion of the bill fixing the naval force which was passed on the 28th. On the 27th Senator Silveira Lobo presented a petition from the printers of this city protesting against the limitation of suffrage proposed by the electoral reform bill. The petition was referred to the committee now examining that bill. The Rio S. Francisco police bill has been discussed in and reading.

On the 4th ult. the Chamber was treated to a vehement defense of the state church by Deputy Jeronymo Sodré. The bill for the secularization of cemeteries was up on the 27th and 30th in 3rd reading. On the 28th the bill exempting hawke made, exported to the United States, from export duties was finally passed and sent to the Senate. The bill, known as No. 54 A, of 1879, which exempts the building materials for the proposed American exhibition edifice from import duties, passed to its 3rd reading on the same date. On the 31st, Deputy Galdino das Neves introduced an interpellation on prison management in Brazil. He called attention to the circumstance that prisoners had been kept in prison at Ouro Preto, Minas Geraes, long after their terms had expired simply because the records had been lost, and also that the arrest of persons without charges ever being preferred was common all over the empire. This subject is certainly a fruitful one and demands legislative consideration.

LOCAL NOTES

The City of Rio de Janeiro will take out 44,000 bags of coffee.

The number of slaves declared free in this city since the emancipation law went into effect, on account of abandonment by their masters, is 246.

The Crown perfumery company of London has received a special distinction by being appointed "purveyors to their imperial majesties."

The *Gazeta de Notícias* entered upon its sixth year on the 1st inst. The success of our spiritual contemporary has been deservedly earned.

A bill is now before the Chamber of Deputies which proposes to grant a ten years' privilege to Guilherme Schuch de Capoenas for the manufacture of sulphurated carbon, the principal ingredient used in his "Fornicida Capoenas."

The *Gazeta* calls attention to the lax management of the government lottery bureau by stating that it has recently seen a half ticket so numbered that while one of the "tenets" was stamped "2,555" the other four were stamped "2,555."

The Misericórdia mortality returns for this city in July show the total number of deaths from all causes to be 805. This gives a daily rate of 26, or at an average of 29.2 per 1000 per annum. The deaths from yellow fever were 18, from other fevers 57, and from consumption 741.

Cable communication with Bahia was resumed on the 28th ult.

Owing to the long-continued drouth there is now another water famine in this city.

The thirty-fourth birthday of the Princess Imperial was celebrated on the 29th ult. with the usual formalities.

The minister of finance has directed that monthly reports of the postal money order business shall be made.

The vessel upon which the fugitive *juiz municipal* of Victoria, Dr. Nicolao Rodrigues da Cunha Lima, took passage for Liverpool was the *Christolite*.

The police authorities have been somewhat troubled lately by returning *refugees*. But the evil for which these men were banished still continues unchecked.

The Caixa da Amortização announced on the 30th ult. the immediate issue of 200 notes of the "72 estampa." The notes are printed on white linen paper and the colors of the face of the note are light yellow, green and black.

A subscription has been started to raise money for the purchase of *apólices* for the little son of Carlos Gomes. It is presumed that the object is to secure an income for the youthful Carlos which will enable him to live without labor and to support the inheritance of his father in a becoming manner.

The convention between Brazil and Italy relative to a reciprocal exchange of information regarding penal sentences which was signed in this city on the 2nd of June, 1879, was promulgated on the 28th ult. Each country agrees to communicate to the other all penal sentences imposed in its courts on the other's subjects.

War has broken out between the church and the free masons at Victoria, Espírito Santo. The bishop of this diocese who was in that city last month, supplied himself with a list of members of that order, and when they presented themselves to receive the sacrament they were ignominiously expelled from the church.

On the 25th ult. a tiliary was engaged to convey a sick man from a house in Run da Imperatriz to the Misericórdia hospital. While on the way the driver saw that the man was dying, whereupon he returned to the house whence he came. The man died while being helped out of the tiliary. The people of the house then refused to receive the body and it was left upon the walk until removed by the police some time after.

The historical editor of the *Crucivero* in noting the anniversary of William Penn's death on the 30th of July, 1778, says that he founded a fine colony on the western bank of the Delaware—"10-day the flourishing city of Pennsylvania." We don't happen to have a spare *réquis* about us, but we trust that our neighbor will procure one at the earliest day possible. A little more geography of that description will completely change the whole face of the western continent.

It is interesting to note that the manufacture of artificial wines, that important national industry about which so much has been said and which has been publicly endorsed by some prominent mercantile houses in this city, receives no slight assistance from the importation of *produces exotiques*, the perfumes and essences which give to the counterfeit product the flavor, smell and appearance of the genuine. These "essences" are occasionally advertised in the daily papers. It is not at all unlikely that the friends of this native industry will try to get the new tariff commission to raise the duties on the genuine importation as a measure of protection, and to assist them in this endeavor we would specially call attention to these advertisements. Drugged cane juice should be protected by all means; our only doubt in the matter is the counterfeit labels and brands which often deceive people who prefer the genuine article.

The *Crucivero* is greatly troubled about the use of the revolver in this country. It's lamentable, to be sure; but still it fails to keep down a rapid increase of population. We shall suggest the importation of a few *juizes municipais*, police *delegados*, the secretary of the Rio city council, some *pau de família* from Utah and other interior localities, and a small force of *capangas*, through whose patriotic efforts to reduce population within proper limits we shall probably escape the immediate ill effects of over-crowded territory. At present the incessant hail storm of revolver balls in the States is so totally inadequate to meet the demands of the time, that they have been compelled to resort to a wholesale massacre of the people by steamboat collisions, explosions and fires. These instrumentalities for depopulating the country are now working very satisfactorily, but it is feared that they will be only temporary as the people will stop travelling. In new and improved revolvers the future hope and prosperity of the great American republic. For the benefit of our humane contemporary we would say that these things are looked upon as simple necessities of life in the United States. Revolvers are commonly used there as nursing bottles and when loaded are given to babes as rattle boxes. Miniature revolvers are worn by young ladies as charms, and as they are always loaded they are considered to be highly useful as well as ornamental. A young man's education is never considered complete until he can put a pistol ball through a finger ring thrown into the air at thirty paces—and that too in nine shots out of ten. His every-day equipment consists of a navy revolver in each boot leg, a double action 38-calibre revolver in his hip pocket, two double barreled Derringers in his vest pocket, and a bowie knife down the back of his neck. In election time every man carries, in addition, a loaded Gatling gun and a thousand cartridges. It looks dangerous to be sure, but we can assure the *Crucivero* that it's only a playful habit of the Yankee. It's really nothing, when you get used to it.

real state of affairs. Six per cents 1,024\$ and 1,025\$: new 1 1/4 per cents 1,001\$ per cent.

July 27.—Bank rates to-day suffered another severe fall, the quotations being 22½d. on London, 419 rs. on Paris and 320 to 517 rs. on Hamburg, ninety days' bills. Business less active than yesterday. Mercantile rates, 25 to 25½d. on London and 41 to 41½ rs. on Paris. Six per cent, 1,025½; Banco do Brazil 270½; S. Christovão tranquepo 29½; Navegação Brasileira 170½; overvalues 108½, cash.

July 28.—Market firmer, the Banco Commercial advancing its rate to 22½d. on London and 417 rs. on Paris. Some important transactions were effected in mercantile paper at from 23 to 23½d. on London. Mercantile rate on Paris, 410 rs.

July 29.—Market firm but inactive. In the absence of business news, rates remain nominal. Light transactions in mercantile paper at 23 3/16 to 23 3/4% on London and 412 to 409 rs. on Paris. Six per cents 1,005½; Banco do Brasil 270½; sovereigns 105½6 cash.

July 30.—Market firm but with no transactions in bankable paper reported. Light transactions in mercantile paper at 23 1/2 to 23 3/4% on London, and 410 rs. on Paris. Six per cents 1,005½, 1,009½.

July 31.—General elevation of rates by all the banks to 23 3/4% on London, 415 and 414 rs. on Paris, 512 rs. on Hamburg.

Little business done. Mercantile rates, 23 1/2 to 23 3/4% on London, and 409 rs. on Paris.

Aug. 2.—Rates unchanged from last quotations. Light transac-

The semi-annual report of the "Companhia Elétrica" of Ri-

From import duties	1,433,897.8361
Export duties	1,736,893.9562
Customs clearances	1,475.1000
Internal revenue	1,404,709.186
Extraordinary	25,642.822
Receipts for special purposes	29,781.100

3,075,737 \$707

—The custom house receipts of this port in the month of January

The custom house receipts of this port in the month of July were as follows :
 From import duties 3,193,378.56
 From export duties 795,001.63
 From maritime clearances 14,315.50
 From other sources 1,610.88
 4,004,996.58
 Deposits for hospital, city and di-
 rect taxes 38,387.75
 Restitutions 22,339.175
 Interest revenue receipts 70,755.00

MARKET REPORT
Rio de Janeiro, August 4th, 1886.
Coffee.—A few days after our last report on the yield of our market became excited, the activity being stimulated by the sudden fall in exchange. The latter, however, was temporary and when rates returned to their previous level the coffee market became quiet again.
 Currency prices are unchanged.
 The sales since the 23rd ult. have been 175,560 bags, viz :
 75,100 bags for United States
 25,450 " " Europe
 300 " " Cape of Good Hope
 5,100 " " Elsewhere
 175,650 bags.
 and the total sales for the month since 9th ult. amount to 490,340, viz :
 175,700 bags for United States
 125,125 " " Europe
 3,800 " " Cape of Good Hope
 18,720 " " Elsewhere.
 Total 375,400 bags.
 The clearances in the month of July have been 127,818 bags in United States against 156,648 bags in July of 1885, viz :
 106,585 " " Europe
 5,690 " " Cal Good H. " " " "
 5,535 " " River Plate " " " "
 245,390 bags " 260,166 bags " "
 and the total clearances for the 7 months since the 1st of June have been :
 bags bags
 747,173 for U. S. against 1,140,039 in same period
 570,957 " " Europe " 730,441 " "
 59,245 " Elsewhere " 56,510 " "
 1,377,434 bags 1,926,885 bags
 Receipts have continued increasing, the daily average in the month of July being 8,723 bags, against 9,441 bags in 1879.
 Stock is estimated to total at 59,000 bags.
 We quote, per 50 kilos :
 Washed \$3800 — 37800
 Superior 68000 — 68900
 Good first 38400 — 38600
 Regular first 38200 — 38300
 Ordinary first 37450 — 37600
 Good second 38800 — 39000
 Ordinary second 38100 — 38300
 Our cable advices from Santos dated yesterday report the market firm at 5.00—5.30 for superiors. Receipts during the week had averaged 975 bags per day and stock was estimated at 55,000 bags.
Pick Pine.—Arrivals are :
 363,000 tons per *Albatross* from St. Thomas, this being cargo shipped from Brunswick per *Santa Ulpas* and not shipped at St. Thomas.
 The cargo is not yet sold, and so no quotations have taken for 25 months. It is impossible to give sales values.
White Pine.—The arrivals consist of :
 24,500 feet per *Alita* from Baltimore, sold at 105 cents per foot.
 Market quiet. We quote 100—102 cents per foot.
Sweet Pine.—The 365 dozen per *Patria*, noticed last, were sold at \$3800 per dozen.
 Since there have arrived 700 dozen per *Saga*, from Warwick, which are reported sold at \$3800.
Flour.—The arrivals during the month since the 4th have been 29,393 barrels, viz :
 25,250 barrels Trieste
 9,730 " " American

The sales since same date were 35,329 barrels, viz:
2,250 barrels Trieste

30,079	“	American
1,000	bags	River Plate
35,379 barrels		
Stock in first hands to-day consists of 26,592 barrels, of which the following are the principal sources:		
2,000	barrels	Hassall
4,000	“	Dunlop
13,500	“	Baltimore
3,900	“	St. Louis
26,500 barrels		
We quote:		
Twiste	21	000—22 000
Hassall	21	500—23 000
Dunlop	21	500—23 000
Baltimore	19	500—21 000
St. Louis	19	300—21 000
Market steady.		

NEW-CASLE—Grub *Bismarck*; 241 tons; Heiken; 65 dc; con-
tains 1000.

St. THOMAS—New ship *Albatross*; 293 tons; Juelt; 71 dc; con-
tains 1000.

CARE OF GOOD HARBOR—Re the *Silver Chubb*; 155 tons; Ward;
47 dc; contains 1000; Newag & Co.

AUGUST 1.

TRAPANI—Ank ship *Italy*; 474 tons; Tamborchio; 75 dc; con-
tains 1000.

LISBON—Port ship *Amerina* 171; 148 tons; Santos; 45 dc;
contains 1000; Jos. de Reis.

AUG. 2.

NEW-CASLE—Re bgn Reck; 151 tons; Renault; 57 dc; con-
tains 1000; Moore & Co.

DEPARTURES OF FOREIGN VESSELS.

JULY 20.

PRINCENAL—Re ship *Atlanta*; 1192 tons; Rice; ballast.

HENRIK AVNER—Gr ship *Killa*; 200 tons; Falk; flour.

FREIGHTS:	
Steamers:	Sailing-Vessels:

BALTIMORE—Am hgn *Arcton*; 227 tons; Cluick; coffee.
—Am bk *New Light*; 474 tons; Snow; coffee.
—Gr bk *Brazilien*; 306 tons; Minard; coffee.
HAYTI—Fr bk *Sourabaya*; 455 tons; Testoris; ballast.
NEW YORK—Am hgn *Amy A. Lane*; 358 tons; Carver; coal.
AUGUST 1.
NEW YORK—Am bk *Virginia*; 750 tons; Thurstand; ballast.
—The American packet *Colerande* arrived at New York the 28th ult.
—The French steamer *La France* was delayed two days by heavy ice during the last voyage from the River Plate to

London.....	40/	Channel I. 0.....	30/	# 33
Liverpool....	40/	Lisbon I. 0.....	30/	# 35
Antwerp.....	30/	Gibraltar I. 0...	30/	# 35

CURE, of Good Hope—*Br. Silver Cloud*; 155 tons; Warr
 400; de Gallop to Norton, *Melrose* & Co.
 AUGUST 1.
 TRAPANI—*Br. Agnes*; 414 tons; Tarnobochi 70; de salt
 100.
 LISBON—Port ship *Maritima* 171; 1,485 tons; Santos 40;
 salt 1; José de Reis.
 AUG. 2.
 NEW-CALIBUR—*Br. Iguazu* 181; 150 tons; Renouf 50; de
 coal 1; John Moore & Co.
 DEPARTURES OF FOREIGN VESSELS.
 AUGUST 2.
 PANAMA—*Br. ship Athina*; 1,192 tons; Rice; ballast.
 PENSACOLA—*Br. ship Elba*; 50 tons; Falk; fair.
 PANAMA—*Gr. brig Antares*; 179 tons; Kender; ballast.
 PANAMA—*Gr. brig Christina*; 112 tons; Kender; ballast.
 JULY 24.
 MEXICO—*Br. ship Hedy*; 332 tons; Water; ballast.
 JULY 26.
 LANSING—*Br. ship Orlino*; 219 tons; Duval; coffee.
 JULY 27.
 ST. ISLAND—*Port bk. A. Livermore*; 456 tons; Rum; salt
 18.
 PERMANENCE—*Port ship Comptone*; 169 tons; Rice; salt.
 St. PANAMA—*Gr. ship Columbia*; 1,585 tons; Washburn;
 17.
 PANAMA—*Ship big A. M.*; 200 tons; Bortman; ballast.
 JULY 29.
 HELAND—*Am. ship Gyller*; 285 tons; Oahu; coffee.
 HALTINER—*Am. ship Hansen*; 209 tons; Clement; coffee.
 —*Am. bk. New Light*; 474 tons; Snow; coffee.
 —*Gr. bk. Brantzen*; 306 tons; Malsb; coffee.
 —*Fr. bk. Sordale*; 455 tons; Teague; ballast.
 HAVRE—*Fr. ship big Amy A. Lator*; 355 tons; Carver; coal
 100.
 AUGUST 3.
 NEW YORK—*Am. ship L'Orignal*; 750 tons; Thunard; ballast.
 —*Am. ship*
 —The American packet *Columbia* arrived at New York
 the 26th ult.
 —The French steamer *La France* was delayed two days
 heavy gale during the last voyage from the River Plate to
 port. She arrived here on the 25th ult.
 —The Galathea, Port of Spain, was immolated on the

Hamburg....	40 ⁷	North U. S.....	15 ⁷ & 17 ⁷
Havre.....	fr. 35	South U. S.....	nominal

[illegible]

PROVINCIAL NOTES.

—A telegram from Bahia on the 30th ult. states that the captain of the port had captured contraband silks to the value of 60,000\$, after a fruitless search of five days.

—Abundant rains are reported throughout the northern provinces. Provisions are abundant and the crop prospects are unusually promising. The sugar crop will be exceptionally large.

—Francisco Quirino Cardoso, an employee on a plantation near Vassouras, caught a thief in his poultry yard on the morning of the 17th ult. In the fight which ensued the thief was killed.

—Counterfeit postage stamps of 500 reis denomination are circulating in the province of Bahia. They have a deeper yellow color than the genuine, the color being nearly that of coffee on the bust and the words "500 reis."

—A slave, who had been punished by his overseer, at Cantagallo, 11th ult., attacked him with a hoe. As the slave was getting the advantage in the fight, the overseer, Joaquim Teixeira Gomes, drew a revolver and shot him dead.

—A private telegram says that Dr. Nicolao Rodrigues in Cunha Lima, the *juiz municipal* who was so largely responsible for the bloody election conflict at Victoria, Pernambuco, has made his escape from the country by taking passage on a sailing vessel for Liverpool.

—The law passed by the São Paulo provincial assembly revoking the municipal ordinance for the closing of business places on Sundays and church holidays, has received the signature of the president and was officially published on the 21st ult. Thus ends the *feetamento* farce in São Paulo.

—A telegram from Pernambuco on the 30th ult. reports the assassination of Rodolpho Arraújo Beltrão at Victoria, the scene of the late election fight. The victim was shot from an ambush. It is hoped that the government will finally conclude to hold some one accountable for these murders.

—A poor Caracense was recently assassinated at Trajá, not far from this city. The body remained exposed and unburied for nearly 48 hours, and was then removed by the authorities. The assassin goes about with impunity and is not disturbed because he is protected by influential men of the parish.

—A dispute arising between two laborers, named Manoel Vital and Moses at Quilombo, São Paulo, one day last month, the latter attacked the other and killed him with a gash and two knife thrusts. The son of Manoel coming up at once attacked the assassin. Shots were exchanged between them from which both died.

—The diocesan bishop of Pará, D. Antonio de Macedo Costa, has petitioned the president of that province for a grant of unsettled land, one and one-half leagues square, in the municipality of Mojuba. The bishop proposes to establish stock farms for cattle raising on this land, the proceeds of which will be devoted to works of public utility.

—The Paraíba correspondent of the *Jornal do Commercio* reports on the 3rd ult. a good winter season in that province. There are well-founded hopes for a large production of sugar this season. The cereal crops are all in fine condition and *favelha* is so plentiful as to be worth only from 30 to 40 reis a liter. The price of fresh meat ranged from 450 to 640 reis a kilo.

—We learn from the *Gazeta de Porto Alegre* of the 17th ult. that a German-Brazilian exhibition has been authorized by the Rio Grande provincial assembly and will be held in Porto Alegre from Oct. 1 to Dec. 31, 1887. A prominent German society has taken the matter in hand and the project will be fully carried out. The large German population of Rio Grande do Sul will contribute largely to its success.

—The *Cruz Alta*, of Cruz Alta, Rio Grande do Sul, relates that two men named Eduardo Borges and Pedro Maciel, forcibly abducted two girls, of 11 and 16 years, daughters of one Gonçalves, of Sol-e-dal, and carried them away to the house of Maciel where they were subjected to the most inhuman treatment. The abduction took place in the daytime and in the presence of the parents who were threatened with death if they resisted. The younger girl was carried into the woods the next morning by a slave where she was left half dead.

—A correspondent of the *Jornal do Recife* at Quipapá, an interior town of Pernambuco, writes on the 8th ult. to the effect that the people of that place are the "most Catholic, most orderly and most foolish" of any people. Their crops have been good, so good that 10 *alheiros* (potters) of Iralia are worth only 120 reis, of corn 100 reis, and of beans 18000. And yet these "poor wretches are compelled to pay—and they do it with few mutters—for a baptism 3\$000, for a poor burial 3\$500 and for a marriage 15\$000. In so primitive a community as that, 150 "potters" of beans is a pretty large marriage fee.

RAILROAD NOTES.

—The receipts of the "Recife a São Francisco" railway in June were 62,766\$200 and the expenses 39,394\$440.

—Traffic on the "Santo Antonio de Pádua" railway of this province is now open to the Valão d'Antes station.

—Decree 7,767 of the 20th ult. conceded a 50 years' privilege to the Barão do Piahal for a narrow-gauge railway in São Paulo. The conditions imposed in the concession not being accepted by the grantee the government now revokes the concession.

—Late mail advices from Camocim, Ceará, report labor troubles on the railway at that place. The chief engineer had reduced the daily wage of the laborers from 200 to 100 reis, the mail remaining as before. The men at once abandoned work and all operations are now at a standstill.

—Decree 7,767 of the 20th ult. authorizes changes in the line of the "Natal a Nova Cruz" railway between the 44th and 46th, and 82nd and 95th kilometers.

—The Paraíba correspondent of the *Jornal*, writing on the 3rd ult., reports the arrival of the engineers entrusted with the construction of the Conde d'Eu railway. The inauguration of work was to take place at an early date, but actual work will not begin until some time in August or September.

—In view of the frequent defections in the administration of the Dom Pedro II railway, the minister of agriculture appointed a commission on the 30th ult. to make a rigorous examination of the accounts of that line in all its departments and stations. The chief of the commission is Dr. Honorio Bello, late engineer of the water works.

—The preliminary surveys on the projected line from this city down the coast to Angra dos Reis began on the 28th ult. The road will be narrow gauge and will touch several promising localities along the coast. The accumulation of statistics by Dr. Carlos A. Morsing, the energetic projector of the road, proves conclusively that under the same economical management which characterized his superintendence of the *Estadual* railway, the "Hidra-gro" a Angra dos Reis" will be one of the most profitable roads of the empire.

—A *Pereira* correspondent of the *Jornal do Recife* says that the disaster in the Paulo Afonso railway on the 17th ult. was caused by carelessness. A construction train of five cars, loaded with 35 tons of rails and a large number of engineers and laborers were going up a grade at a place called Cipós. The engineer there detached his locomotive for the purpose of getting water, and as the train was still on the grade it at once began to descend. Seeing this the engineer pursued the train, and when some of the cars jumped the track, he literally ran his locomotive upon the first car crushing eleven men to death and gravely wounding three. Deputy Ferreira de Norões was among the killed.

—The recent attempt of the provincial government of Rio de Janeiro to sell or lease the Cantagallo to "Niterói a Campos" railways was not successful. On the 23rd ult. the president of the province announced the consolidation of the two lines and the consequent suppression of the separate offices and management of the latter line. The section of the "Niterói a Campos" line between Niterói and Villa Nova will hereafter form a part of the Cantagallo railway, thus making a continuous line from the first named city to Macuco. The remaining part of the "Niterói a Campos" line, from Posto das Caxias to Rio Bonito will form a branch of the Cantagallo railway under the designation of the "Rural do Rio Bonito." This change dispenses with a large force of officials and materially reduces the expense of operating the lines. The change is so clearly wise and business-like that the public will be surprised that it has never been accomplished before.

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